

however, took the news from Washington that the Senate had confirmed the members of the new Federal Railroad Labor Board as sufficient excuse for declaring they had "won the object of the strike" and making arrangements to go back to work.

Timothy Shea, Vice President of the International Brotherhood of Locomotive Firemen and Enginemen, L. C. Griffing, Assistant Grand Chief of the Brotherhood of Engineers, and M. T. Graham and A. L. Rusa, Chairman of locals, met with Mayor Frank Hague to-day at the City Hall in Jersey City to make arrangements for getting amnesty for the outlaw leaders as part of the surrender of the meeting. After the meeting Hague said he would have a conference with Gov. Edwards later in the day or to-morrow.

The Brotherhood leaders went to the meeting of engineers, firemen and enginemen at Hoboken, and of trainmen and switchmen at Grand View Hall, Jersey City.

A statement issued by the Central Railroad of New Jersey at noon said: "The ultimatum issued by the Railroad Executive Board is showing good effects. Our men are returning in large numbers. We are reinstating most of them, but we have used our privilege and have turned away many men who, we know, were active in acts of violence and incitation and who were agitators."

The Erie Railroad, with returned employees, brought through a six-day-old train of food supplies from Port Jervis this morning. For the first time since the strike, seven of them, were busy in the Pavia yards. Eighty cars of grain were moved from the congested tracks to the elevators.

On all the roads there was a similar relaxing of the tension of the freight service which had been worse on the Erie than on any of the others.

The New York Central increased its morning receipts of foods from 100 to 150 cars.

NEW HAVEN THROUGH TRAINS.

ALL RUN.

The New York and New Haven brought in its through trains and sent them out on time to the det. but was still operating an imprudent commutation train schedule, with seven or eight trains running from the schedule; the road is still embarrassed by the withdrawal of the reserve list men who started to help out in the emergency and quit yesterday.

The other railroads were all of them digging out of their freight tangles, satisfied that their passenger services, with or without volunteer helpers, were at least moving all persons who presented themselves, though not always as promptly or as comfortably as might be desired.

In the strike of the railroad marine workers, which preceded the land strike by ten days, J. J. Mulheill of the Managers' Executive Committee said to-day: "It is a waste of time to discuss that strike now. It has been over for a week, but we have been too busy to say anything about it."

LEADERS WILL GO TO JAIL.

Grass and Harding Refuse to Give \$10,000 Bonds.

CHICAGO, April 15.—John Grass, President of the Chicago Yarn Association, and E. E. Harding, President of the United Textile Association, the two "outlaw" railway unions, announced to-day that they would go to jail on the Government charge of conspiracy to violate the Labor Act. "I can raise the required \$10,000 bail with ease," Grass said, "but I don't intend to do it."

WOMAN DEPUTY SHERIFF.

Mrs. Mary Nicholson Gets Place With \$1,200 Pay in Queens.

Sheriff William N. George of Queens County to-day appointed Mrs. Mary N. Nicholson of No. 1871 Cornelia Street, Ridgewood, L. I., the first woman assistant deputy sheriff in the history of the county.

Mrs. Nicholson is a widow with three children. Her husband, M. F. Nicholson, who died ten days ago, was assistant deputy sheriff. The appointment of his widow fills the vacancy created by his death.

Mrs. Nicholson will have exactly the same status as the men deputies, will make arrests and serve papers and draw the \$1,200 yearly salary. She will take office immediately.

NEW IRISH HUNGER STRIKE.

Forty Persons in Mountjoy Prison Refuse to Take Food.

DUBLIN, April 15.—Another hunger strike is reported to have been begun in Mountjoy Prison. This political prisoners, both convicted and unconvicted, who are still detained there, refused to take food last night.

The latest hunger strikers total forty, including nine who participated in the original strike.

Robert Monahan, who was shot during the shooting of a policeman Wednesday, died to-day.

PERSHING ENTERTAINED HERE.

Guest of Gen. Bullard at Luncheon in Atlantic Division Dinner to-Morrow.

Gen. John J. Pershing was the guest of Lieut. Gen. Robert L. Bullard at luncheon to-day on Governor's Island, as an incident in the formal inspection tour he has been making for several weeks. He came to Providence, R. I., to-morrow, and will stay for a dinner here to-morrow night in honor of Henry D. Davies, of the American Red Cross.

On Governor's Island, Gen. Pershing went along the ranks of the men of the 52d, drawn up at the ferry landing and asked them about their hospital treatment and experiences.

Sells Big Lot Liberty Bonds.

General Motors Corporation during past year is reported to have sold about \$25,000,000 of Liberty Bonds.

STRIKE CONDITIONS ON NEW YORK ROADS AS REPORTED TO-DAY

Passenger Service Improved, Especially to Suburbs—More Freight Moving.

NEW YORK CENTRAL.—Passenger service completely through trains subject to a few minutes' delay. Embargo lifted on westbound freight between Yonkers and Buffalo and on deliveries to Boston and Albany; deliveries in west side yards delayed.

PENNSYLVANIA.—Passenger service completely re-established. Freight in all yards and in transit beginning to move; strikers returning in large numbers.

NEW HAVEN.—Suburban service stopped. Freight yards clearing.

LONG ISLAND.—All electric service normal; all steam trains restored on Oyster Bay and Wading River branches and 95 per cent. on other steam lines by aid of college student volunteers, who are also clearing freight yards.

LACKAWANNA.—Suburban volunteer service increased. Seventy-four out of ninety-seven striking suburban trainmen returned. Volunteer freight crews at work.

ERIE.—All through trains restored; volunteer suburban service increased.

BALTIMORE AND OHIO.—Moving perishable freight. Passenger service at Pennsylvania terminal restored.

JERSEY CENTRAL.—Caring for all commuters; 90 per cent. of all passenger trains running; freight men returning.

WEST SHORE.—Through and local service normal. All freight embargoes lifted.

LEHIGH.—Normal passenger service through Penn Station; freight improving.

STATEN ISLAND RAPID TRANSIT.—All Tottenville trains restored; shore service still suspended.

HUDSON AND MANHATTAN TUNES.—No service to-day.

VOLUNTEER CREWS SET A NEW RECORD; BRING IN 38,950

(Continued From First Page.)

Following the offer of manufacturers through the Queens Chamber of Commerce, fifty volunteers came from manufacturing plants in Long Island City to tackle hard work in the freight yards and freight houses. Donald Wilson of the Pennsylvania Railroad gave the men the necessary instructions. This day, the manufacturers said, will be followed by more fifties.

A Long Island volunteer who attended an additional day was George C. Baker, a student at Cornell University, who read of the big doing last Sunday and on Monday left his car for home. George figured that getting a temporary job with the railroad would be as easy as breaking sticks.

On Friday, the collegian presented himself to Assistant General Superintendent B. D. Baker.

"Dad," he said, "give me a job."

"On your life," said the Superintendent, "I'll give you one."

George returned on Wednesday.

"I want work," he said.

"You'll get killed," said his father, "if I lay eyes on you again before next June."

Young Baker tried another tack. He went to one of the under-bosses. "I'm D. C. son," he said, "where's the engine I'm to fire?"

Yesterday he took a passenger train from Jamaica to Babylon. To-day he broke the back again. He is keeping out of the way of the Assistant General Superintendent.

STEVENS STUDENTS MOVE.

A milk train of the Borden Farm Products Company, standing at the Pike Street, N. Y. station this morning because of the railroad strike, was manned by two students from the Stevens Institute of Technology, who ran it fourteen miles to the main line tracks. Two other volunteer railroad men aided the students.

"The train contained about 7,000 quarts of milk," said Patrick D. Fox, President of the company. "Thanks to the services of these men, we were able to carry milk into the city on a 100 per cent. basis."

The fireman on an Erie train from Caldwell, N. J., to Jersey City, was Major Frank H. Baker, brother of the Secretary of War. The Major, a New York business man, had been waiting two days for his chance. He fired his engine to Little Falls and then to Jersey City, getting some relief to ward the end of the journey. Major Baker spent three years overseas with the Quartermasters' Corps, handling supplies as they arrived at a French port.

On leaving the Erie yards in Jersey City last night after firing a suburban train, R. G. Thompson, eighteen, who is taking an engineering course at Stevens Institute, was accosted by a party of seven strikers and sympathizers.

"How do you like the work?" he was asked.

"Good for the muscle," said Thompson.

"Is it?" asked one of the men.

"Well, here's a dandy chance to find out."

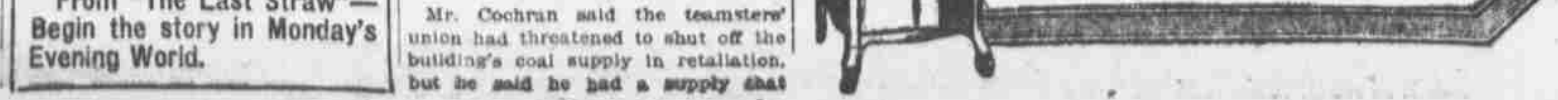
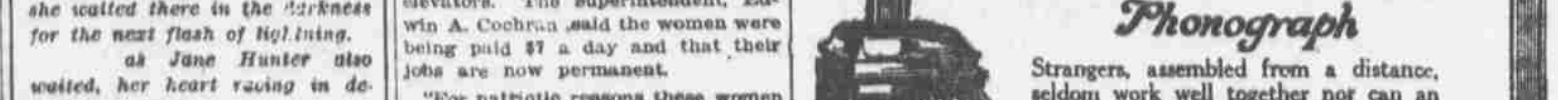
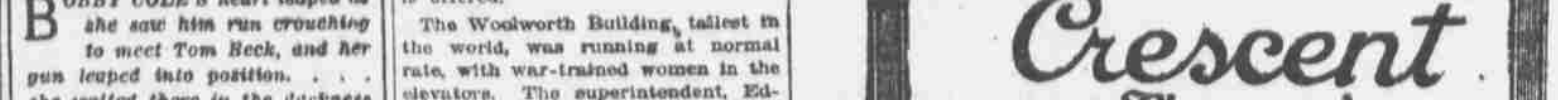
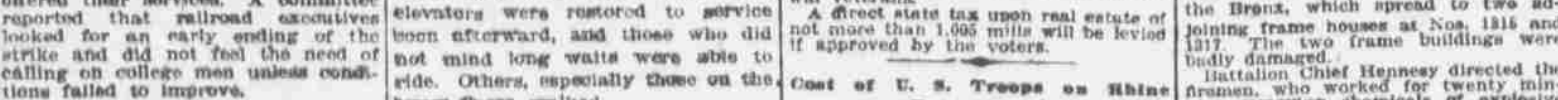
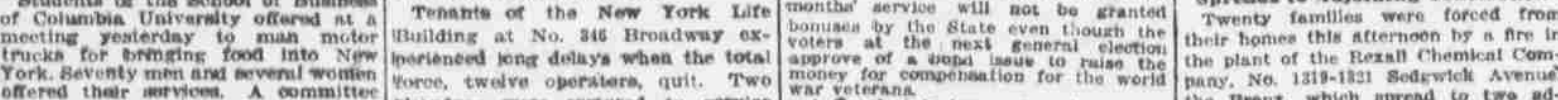
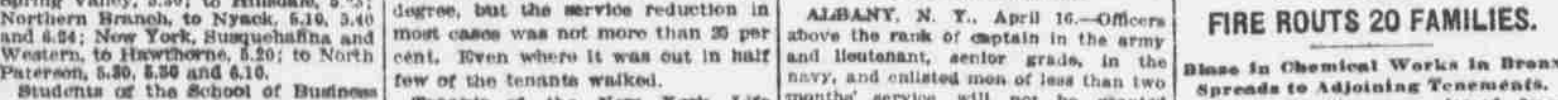
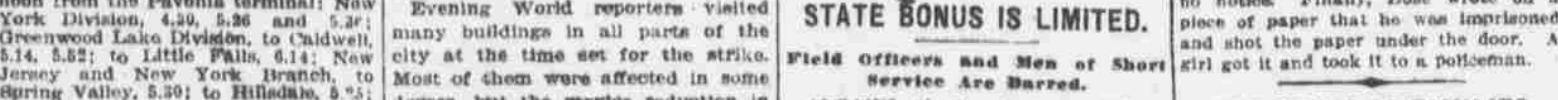
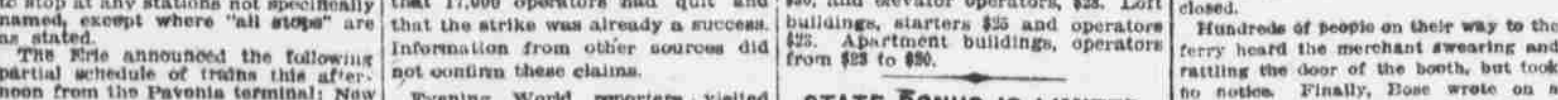
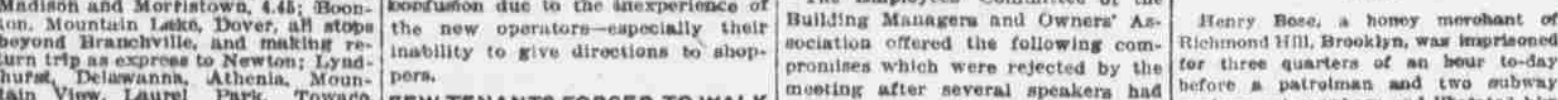
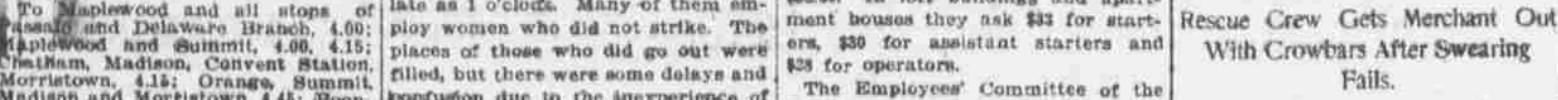
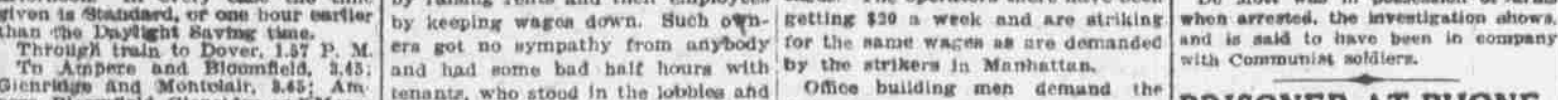
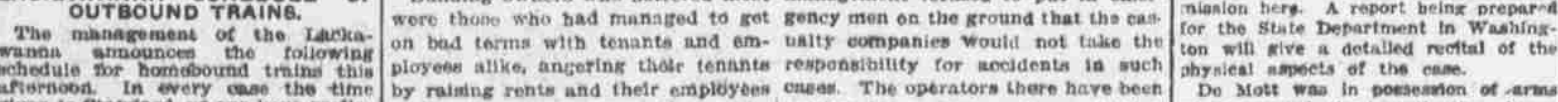
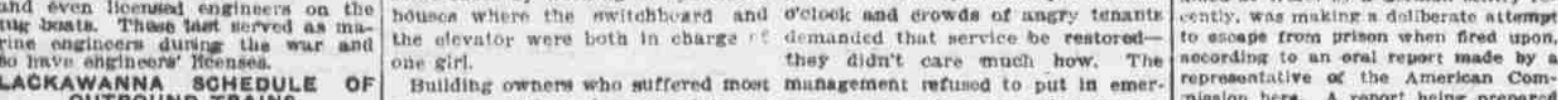
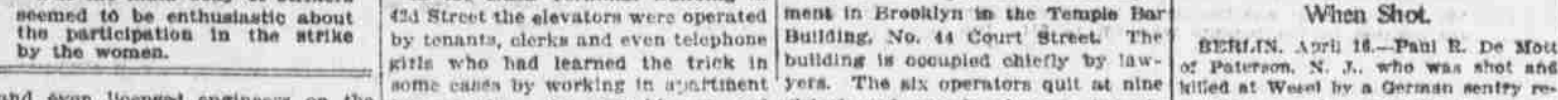
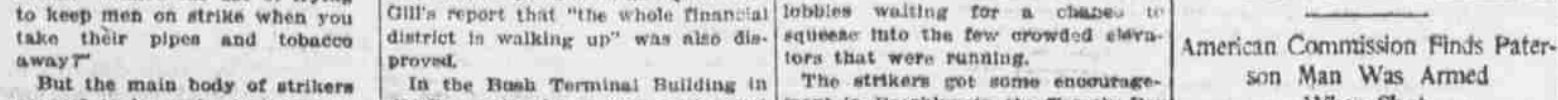
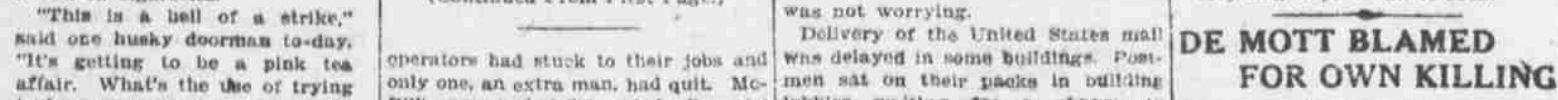
Thompson gave a good account of himself, coming out of the fight with a few cuts about the face. He was back again on his run this morning, and asked those who were wounding strikers about their hospital treatment and experiences.

Students of Stevens are working in the marine divisions of the railroads. They are firemen, oilers, deckhands

NATURAL FOOD.

The train of Borden's Institute is a natural food product which builds new flesh and strength without using chemicals.

Cheerful Volunteers Who Help Bring Commuter Hosts Into New York and Aid in Breaking Big Strike



100 GIRL STRIKERS MAKE A "PINK TEA" OF OUTLAW MEETING

Women Clerks in West Shore and Jersey Central Freight Offices Cause Ban on Smoking.

FOR the first time to-day, women joined the outlaw strike of western railroad employees. One hundred quit their desks this morning, affecting the freight offices of the West Shore in Jersey City and the New Jersey Central in Elizabeth, where they had been employed as clerks.

The immediate effect of their walk-out was to throw the strikers into consternation, for with their attendance at the outlaw strikers' meeting in Grandview Hall, Jersey City, the Chair placed a ban on cigarettes.

"This is a hell of a strike," said one husky doorman to-day. "It's getting to be a pink tea affair. What's the use of trying to keep men on strike when you take their pipes and tobacco away?"

But the main body of strikers seemed to be enthusiastic about the participation in the strike by the women.

and even licensed engineers on the west coast. These last served as marine engineers during the war and no have engineers' licenses.

LACKAWANNA SCHEDULE OF OUTBOUND TRAINS.

The management of the Lackawanna announces the following schedule for homebound trains this afternoon. In every case the time given is standard, or one hour earlier than the daylight saving time.

Through train to Dover, 1:27 P. M. To Amherst and Bloomfield, 2:45; Glenridge and Montclair, 2:45; Amherst, Bloomfield, Glenridge and Montclair, 4:00, 4:15.

To South Orange, all stops except Glenridge, Church, 4:40, 4:55, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 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